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# The China Mail

ESTABLISHED 1845

THE OVERLAND CHINA MAIL  
PUBLISHED EVERY  
WEEKDAY.  
Contains the Week's News  
of Hongkong and the  
Far East.  
Price (including Postage) by any  
part of the world \$12.  
per annum.

No. 18,715.

號六月二十年六十百九千壹

HONGKONG, WEDNESDAY, DECEMBER 6, 1916.

長丙次歲年五酉民華中

PRICE, \$3.00 Per Month

THORNES

## OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:

**A. S. WATSON & Co. Ltd.**  
WINE & SPIRIT MERCHANTS,  
HONGKONG  
TEL. 116.

HONGKONG POLICE RESERVE.

GOOD CONDUCT MEDAL.

The Excellency the Officer Administering the Government has been pleased to grant a Medal, 4th Class, to P.C. 803 Samy, of the Police Reserve, for his plucky and praiseworthy conduct in effecting the arrest of a man who with others has committed an armed robbery at No. 3, Kowloon Street, on October 28th last.

COMMENDATION.

Farmer-Sergeant 740 E. F. Scull, Mounted Police, is commended by the Capt. Sup. of Police for his action in connection with the arrest of a man who with others had committed an armed robbery at No. 3, Kowloon Street, Wanchai, on the 28th October last.

PARADE, CENTRAL STATION, 5.30 P.M.

Thursday, Dec. 7th.—Nos. 3 and 4 Companies. Also Ambulance Platoon.

Friday, Dec. 8th.—Nos. 1, 3 and 4 Sections of No. 1 Company.

Monday, Dec. 11th.—All Recruits.

Tuesday, Dec. 12th.—Nos. 3 and 4 Companies.

Wednesday, Dec. 13th.—All Recruits.

Thursday, Dec. 14th.—No. 2 Company and Ambulance Platoon.

Friday, Dec. 15th.—No. 2 Platoon.

FRONT SCHOOL, 5.30 P.M.

Friday, Dec. 8th.—Class VII (General).

Monday, Dec. 11th.—Class II (Inspector Gordon).

Tuesday, Dec. 12th.—Class I (Chief Inspector Kerr).

Wednesday, Dec. 13th.—Class III (Inspector Gerrard).

Thursday, Dec. 14th.—Class IV (Inspector P. O'Sullivan).

JOINED.

No. 1 Co., No. 4 Section.—M. Adam.

No. 2 Co., No. 8 Section.—J. M. Cordaro.

(Sgd.) F. G. JENKIN,  
D.S.P. (R.).

NOTICE.

ANY EUROPEAN, NON ASIATIC or INDIAN desiring to leave the Colony should apply in person at the Central Police Station between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE 1910. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non compliance is a fine not exceeding \$50.

THE FIRST CHINESE NEWSPAPER  
EVER ISSUED UNDER  
PURELY NATIVE DIRECTION.

**The Chinese Mail**

華字日報

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

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TELEGRAPHIC NEWS FROM  
NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM  
VARIOUS PORTS IN CHINA AND JAPAN.

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\$1.50 to all other ports.

G. WATSON & CO. LTD., HONGKONG.

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### STEAM OR MOTOR VESSELS

8,000 Tons, 3,000 Horse Power now Built.

Steel Building Work of every Description.

Castings, Forgings, Repairs and Supplies.

Prompt Attention and Shipment to Destination.

INJECTORS AND STEAM PUMPS.

**W. S. BAILEY & Co., Ltd.**

ENGINEERS and SHIPBUILDERS.

KOWLOON BAY

### DRAGON MOTOR CAR CO.

SOLE DISTRIBUTORS FOR THE FAMOUS

HUDSON  
AND  
OVERLAND  
MOTOR  
CARS



STANTON  
ORRY  
HARLEY  
DAVIDSON  
MOTOR  
CYCLES

TELEPHONE 483.

COME AND INSPECT

BEST CARS IN THE COLONY FOR HIRE.

### A CALENDAR

OF

### ANCIENT CHINESE GREETINGS.

An attractive Gift Calendar containing Six pictures of China, and made up from Chinese materials.

Attractive—Glass and Porcelain Beads, and a Bamboo Stick.

ANCIENT CHINESE GREETINGS.

In neat Cardboard box ready for Posting.

Price \$2.50.

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HONGKONG DISPENSARY,

AND

VICTORIA DISPENSARY.

### PEAK TRAMWAYS COMPANY, LIMITED

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 15 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 15 minutes.  
2.15 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.10 p.m. Every 15 minutes.

NIGHT CARS

8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAY.

7.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.30 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 noon to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 15 minutes.  
8.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.10 p.m. Every 15 minutes.

NIGHT CARS as on Week Days.

SATURDAY.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Road, or at the Victoria Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compendious order representing Bank Notes.

**JOHN D. HUMPHREYS & SON,**  
General Manager.

### KING EDWARD HOTEL

Central Location

ALL ELECTRIC TRAM PASSES, Entrance, Electric Lifts, Fans and Lighting, European Baths and Sanitary, Fishing, Hot and Cold Water System throughout.

Best of Food and Service.

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IN WHICH ARE TRUSTED THE SHARES OF THE OCEAN MARINE INSURANCE COMPANY, LTD.

and THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS at 31st December, 1914, £23,970,367.

—Authorized Capital £8,000,000  
—Subscribed Capital £4,000,000  
—Paid up Capital £2,437,500  
—Reserve Fund £3,837,047  
—Life & Annuity Funds £17,587,530  
—Sinking Fund Account £128,230  
£23,970,367

Revenue Fire Branch £2,381,456  
Life and Annuity £1,141,533  
Branches Revenue Marine Department £37,438  
Other Receipts £478,940  
£25,533,223

The Accumulative Funds of the various Branches are separately invested, and by act of Parliament are not liable to loss of the Company's Business.

**WYLLIE & CO.**  
Agents.

BUSINESS NOTICES.

**TAIKOO DOCKYARD.**  
BUILDERS OF SHIPS & ENGINES  
OF EVERY DESCRIPTION  
—THE TAIKOO DOCKYARD & ENGINEERING COMPANY—  
—OF HONGKONG LTD.—  
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### CRICKSHANK'S COUGH BALSAM.

It soothes the inflamed Lungs and Bronchial Tubes, cures the Cough, and gives strength against future attacks.

PREPARED ONLY BY THE

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MANUFACTURERS OF

### PURE Manila ROPE

STRAND 1" to 15" DISCREPANCY  
CABLE LAID 5" to 15" DISCREPANCY  
4 STRAND 3" to 10" DISCREPANCY

Oil Drilling Cables of any size up to 3,000 feet in length

Prices, Samples and full particulars will be forwarded on application to  
**Shewan Tomes & Co., General Manager.**

Hongkong, April 11, 1912.

### THE HONGKONG HOTEL

AND

### GRILL ROOM

J. H. TAGGART,  
MANAGER.

### PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.  
FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Room, Roof Garden.

Terms—From \$5 per day. Mr. P. O. PEUSTER, Manager.

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### PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

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### HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

HONGKONG TO CANTON. CANTON TO HONGKONG  
WEDNESDAY, 6th DECEMBER  
8 A.M. 'HONAM' 5 A.M. 'HEUNGSHAN'  
10 P.M. 'KINSHAN' 2 P.M. 'FATSHAN'

THURSDAY, 7th DECEMBER

8 A.M. 'FATSHAN' 5 A.M. 'HONAM'  
10 P.M. 'HONAM' 2 P.M. 'KINSHAN'

Single Fare by Night Steamer \$6.00  
Return Fare by Night (available also for Return by day Steamer) 11.00  
Single Fare by Day Steamer 5.00  
Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE

S.S. 'TAISHAN' Tons 2008. S.S. 'SUI TAI' Tons 1851  
HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf. Sundays, at 7 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sunday at 7.30 A.M. and 2 P.M.

### EXCURSION TO MACAO

SUNDAY, 10th DECEMBER

Steamship 'TAISHAN'

N.B.—The Company will also run a steamer from Hongkong to Macao on Sunday at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

CANTON-MACAO LINE

SERVICE SUSPENDED

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE

S.S. 'SAINAM' 538 Tons, and S.S. 'NANNING' 489 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers 'LINTAN' and 'HANUL'. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**

HOTEL MANSIONS (First Floor)

Opposite the Eliza Pier.

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(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, SMITHS, and IRON & WOODWORK. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two shipways and can accommodate any craft of 200 tons.

Town Office 45, Corner of Road Central, Hongkong. Telephone No. 459.

Wharf Office: Sun-Wei-20, Kowloon, Hongkong. Telephone No. 9.

Estimates furnished on application.

WONG PING WA, Manager.

Hongkong April 1, 1912.

### Bournville

The 'COCOA de Luxe'

HIGHEST GRADE  
BRITISH MADE

Cadbury's Bournville COCOA represents the highest grade of nutritive cocoa preparation, the market; it fully maintains its high reputation in food value and delicacy of taste, and is second to none in any respect whatsoever.  
Medical Magazine, March, 1912

### CADBURY'S CHOCOLATES

In Tins and Fancy Boxes  
Specially Packed for Export

FROM THE FACTORY IN GARNON, BOURNVILLE, ENGLAND



## INTIMATIONS

## SECOND

5 1/2% RUSSIAN INTERNAL  
SHORT TERMED LOAN  
OF 1916 FOR  
ROUBLES 3,000,000,000

THE Subscription to the above LOAN  
will be opened from 14th November  
to 28th December, 1916.

The price of issue is 95 per cent.  
The Loan is entirely free of Income  
Tax and other taxation.  
The Loan is redeemable at par on 14th  
October, 1926, without option for the  
Russian Government to convert it at an  
earlier date.

Coupons are payable half yearly on the  
14th April and 14th October.  
As interest on the above loan runs  
from 14th October, the interest accrued  
on date of subscription must be taken  
into consideration and is to be added to  
the price of issue.

The Russo-Asiatic Bank in Hongkong  
is ready to accept applications for the  
above named Loan.

Special favourable rates will be quoted  
for Russian Exchange.  
Payment may also be made in Roubles.  
Applications will be wired to Petrograd  
free of telegraphic charges and commis-  
sion.

40 per cent. only of the cost of the  
Bonds may be paid on application, the  
balance to be paid on receipt of the  
Bonds.

The Bank is also ready to give every  
facility to subscribers in the shape of  
advances against the scrips.

G. TISDALL,  
Manager.

RUSSO-ASIATIC BANK.

Hongkong, Nov. 7, 1916. 1223

## LITTLE

"WONDER"  
RECORDS.

LARGE  
CONSIGNMENT  
JUST ARRIVED  
INCLUDING  
SOLOS  
QUARTETTES  
MARCHES  
TWO STEPS

\$3.50 Per Doz.

THE ANDERSON  
MUSIC CO., LTD.

TEL. 1323.

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(PUBLISHED ANNUALLY)

ENABLES traders throughout the World  
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In each class of goods. Besides being a  
complete commercial guide to London and  
its suburbs, the Directory contains lists of

EXPORT MERCHANTS

with the Goods they ship, and the Colonial  
and Foreign Markets they supply;

STEAMSHIP LINES

arranged under the Ports to which they all,  
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of leading Manufacturers, Merchants, etc.,  
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A copy of the current edition will be  
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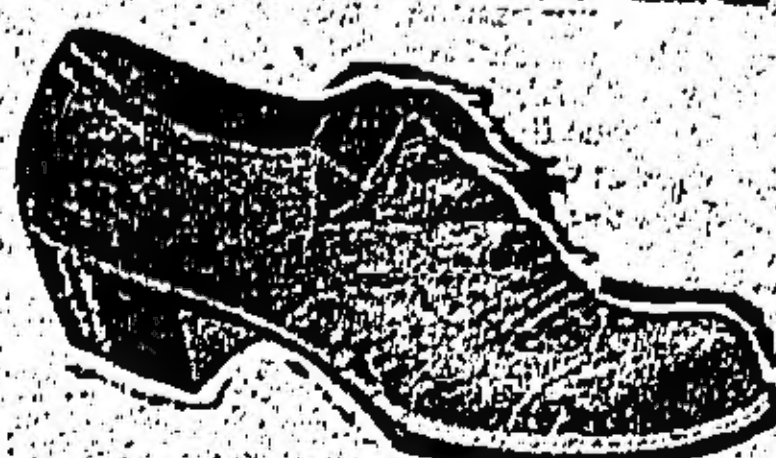
## JAPANESE MAKERS.

Every kind of Footwear

## MADE

TO

## ORDER



CHERRY & CO.,

FEDDER STREET,

Opposite Hongkong Hotel

Telephone No. 491.

Hongkong, March 20, 1914.

## INTIMATIONS

## BUME &amp; REIF.

IT IS HEREBY NOTIFIED that Mr.  
BERTHOLD REIF will no longer  
use the firm name of BUME & REIF,  
but will carry on Business in future  
under his own name.

GIBB, LIVINGSTON & Co.  
Agents.

Hongkong, Dec. 2, 1916. 1233

## WANTED.

EUROPEAN ASSISTANT for local  
Shipping Office, previous experience  
essential.

Apply Box No. 477,

C/o 'CHINA MAIL' Office.

Hongkong, Dec. 1, 1916. 1237

## WANTED.

WANTED TWO MARINE ENGI-  
NEERS with shop experience to  
act as workshop foremen, also a Foreman  
Marine Boilermaker and a Foreman Ship  
Plater to take up duties in Shanghai—  
address all communications to X.Y.Z.

C/o 'CHINA MAIL' Office.

Hongkong, Dec. 1, 1916. 1238

## DAIRY FARM NEWS.

FOR THE FESTIVE SEASON

TURKEYS, GESE,

CAPONS, CHICKENS

AND

HAMS.

Order Early

To

Avoid Disappointment.

## PATELL &amp; CO.

Importers-Exporters

AND

Commission Agents

HONGKONG.

Branches:—

SAN FRANCISCO, CAL.

YOKOHAMA, JAPAN.

BOMBAY, INDIA.

SHANGHAI,

CANTON.



KEATING'S  
"LOZENGES"  
cure the worst Cough

SILIMPOPON (SEBATTIK)  
COAL

THE Undersigned having been appointed  
Agents for the COVET HARBOUR  
COAL CO., LTD., are prepared to quote  
prices for best quality SILIMPOPON  
COAL imported into Bunkers at SEBATTIK  
or SANDAKAN (British North  
Borneo).

SILIMPOPON COAL compares favour-  
ably with the better grades of Japanese  
Coal and gives good results on a very  
moderate consumption.

Steamers calling at SEBATTIK or  
SANDAKAN exclusively for SILIMPO-  
PON COAL (either cargo or Bunkers)  
are exempt from payment of all Port  
charges.

At Sebatik Steamers are berthed along-  
side the Company's wharf where there is a  
minimum depth of 27 to 28 feet at low  
water Spring Tides.

Charts of Siboko Bay (Sebatik Har-  
bour), Prices and all other information  
concerning the Port can be had on  
application to the Agents.

BRADLEY & CO., LTD.,  
Agents Cove Harbour Coal  
Company, Limited.

1637

TANG YUK, President, successor to

the late SIEN LING,

14, D'AVALL STREET.

TERMS VERY MODERATE.

Consultation free.

THE NEW FRENCH REMEDY.

THERAPION No. 1

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"To make sales is not enough—  
you must make friends."

"CAPSTAN"  
NAVY CUTTOBACCO &  
CIGARETTES  
HAVE BEEN MAKING  
FRIENDS FOR YEARS

## W.D. &amp; H.O. WILLS

"Constant growth signifies constant  
merit."

## DEGENERATE GERMANY.

## THE FRUITS OF KULTUR.

Mr. Henry de Hales has written a  
remarkable book published by T. Werner  
Laurie Ltd., "dedicated to those few yet  
too many Britons who still harbour the  
illusion that the Germans are an estimable  
peaceful and kindly people utterly  
misled by and misrepresented by their  
wicked Government." Advances proofs of  
the book were read by Lord Halsbury,  
late Lord High Chancellor of Great  
Britain, who says: "It certainly is a  
most astounding and interesting work,  
but it is terrible. One shudders at  
seeing the picture, so vividly drawn, of a  
whole nation so corrupt and corrupting.  
In this country it is a most useful thing  
to know how corrupt and how most  
unscrupulous the Prussian state is, and  
how it is gradually infecting every part  
of the German Empire." Fearful  
as the truth is, it is necessary it should  
be known. Similar testimony to the  
author's powerful arraignment of the  
Prussian social system is borne by the  
fact that this book will have an extensive  
publication and so open the eyes of the  
civilized world to the brutalities and  
heinous practices of so-called kultur in  
Germany.

## A DAMNING INDICTMENT.

Barke said: "I know of no method  
by which you can indict a nation"; but  
Barke omitted to say, observes the  
author, that a nation may indict itself,  
as in this volume I maintain Germany  
has done. What are the principal  
counts of the indictment?

In Germany vice in the shape of  
prostitution has assumed colossal  
proportions. Professor Moll, of the  
University of Berlin, estimating the  
number of prostitutes in the empire: at  
no less than 1,500,000. Hebel states  
that Germany supplies half the  
prostitutes of the world, and his state-  
ment still remains unrefuted.

Unnatural vice also has resumed the  
gravest dimensions. In Berlin alone it  
has been estimated by an authority that  
there are 30,000 persons afflicted with  
the disease and that 2,000 male perverses  
are known to the Berlin Police, who  
tolerate forty resorts, frequented by  
these individuals. The vice is known to  
exist in all the large towns of Germany,  
where the negro-clubs and other resorts  
frequented solely by perverses. This  
state of affairs is so well-known to  
French scientists and physicians that  
the term "le vice allemand" is now  
used to designate the ailment.

Veneral disease in Germany has risen  
to colossal figures. In 1913, it was  
publicly announced that 30,000 Prussians  
alone, for a period of five years, there  
had been an annual average of 773,000  
cases. It has also been publicly an-  
nounced in Berlin that 90 per cent.  
of the male Berliners have at one time  
or another been afflicted with venereal  
disease.

In various parts of Germany parents  
of the working and peasant class re-  
fuse their daughters for the specific purpose  
of prostitution, sending them on the  
streets when they are no more than  
children that they may support their  
parents in idleness.

VICE AND CRIME.  
Germany has a huge number of males  
who live on the "immoral earnings" of  
women. These males, it is charged for  
by German authorities on the subject of  
prostitution, have their own clubs, their  
gymnastic and athletic Associations and  
their own "bars." In Berlin  
pandering is a profession for male and  
female, and the German capital is the  
centre for the White Slave Traffic of  
the world.

Pornographic literature of the worst  
kind is suffered to be on sale in all the  
booksellers' windows, and is purchasable  
by girls and boys.

Criminality in Germany has reached  
unheard-of figures. In the year 1909,  
there were dealt with by the courts  
797,112 criminal acts and offences. In  
1908, the number of juvenile offenders  
was 55,000. Germany is the land of  
the "lust-murder," a particularly  
frenzied and bestial form of human  
barbarism. Sodium, Potassium, Feticide,  
and Necrophilia, significantly these

are diseases on which German physicians  
are the leading and recognised  
authorities.

Intermarriage, from mercenary  
motives, is so common and widespread  
that it has seriously affected the mental  
and physical health of a not inconsider-  
able part of the population. Also the  
question of the effect of rampant syphilis  
upon the mentality of the race is to be  
remembered.

In all the foregoing we see that  
Germany is anything but a healthy  
nation. As to her "greatness"—what  
nation could be great with a national  
life so poisoned by vice, crime, disease  
and barbarous outrages.

The "Times," of 12th April 1916,  
published the following paragraph.

CRIME IN GERMANY AND ENGLAND  
COMPARED.

In a leaflet published in the United  
States, Mr. George I. Fox, Principal of  
the University School, New Haven,  
Connecticut, makes the following com-  
parison of crime in Germany and  
England:

"The population of Germany is to that  
of England about 40 to 1; in Germany it  
is 264 to 1; in procuring abortions  
it is 29 to 1; in unnatural offences  
it is 7 to 1; in rape and other sexual  
crimes it is about 9 to 1; in murder,  
manslaughter, and other death-causing  
crimes it is 5 to 1; in arson it is about 4  
to 1. With regard to divorces it is 23 to  
1. As to illegitimate births it is 5 to 1.  
The number of suicides is four times as  
great as in England."

AMERICAN CABLES.

UNITED STATES AND MEXICO.

ATLANTIC CITY, Nov. 24.

Secretary of the Interior Lane has  
declared that the United States reserves  
the right to send punitive expeditions  
into Mexico. He says that, this is  
Mexico's chance and that she must im-  
prove without the aid of the United  
States or with it.

JACK LONDON'S REMAINS  
CREMATED.

ASHES SCATTERED OVER BANCH.

WASHINGTON, Nov. 24.

In conformity with the request made  
by Jack London in his last will and  
testament, the remains of the well known  
author and sociologist have been cremated  
and the ashes have been scattered  
upon his ranch at Oakland, California.

THE AMERICAN FEDERATION OF  
LABOUR.

BALTIMORE, Nov. 22.

President Gomper of the American  
Federation of Labour has announced that  
the Brotherhood of Railway will enforce  
the eight hours labour day regulation  
on January 1, law or no law.

THE AMERICAN CABINET.

WASHINGTON, Nov. 23.

Public opinion has greatly changed as  
to the probability of changes being made  
in the Cabinet of President Wilson after  
his inauguration for a second term on  
March 4. In his replies to messages of  
congratulation on his re-election sent by  
Cabinet Ministers, the President "uses  
each phrase as seems to indicate that  
all of them will be retained in office."

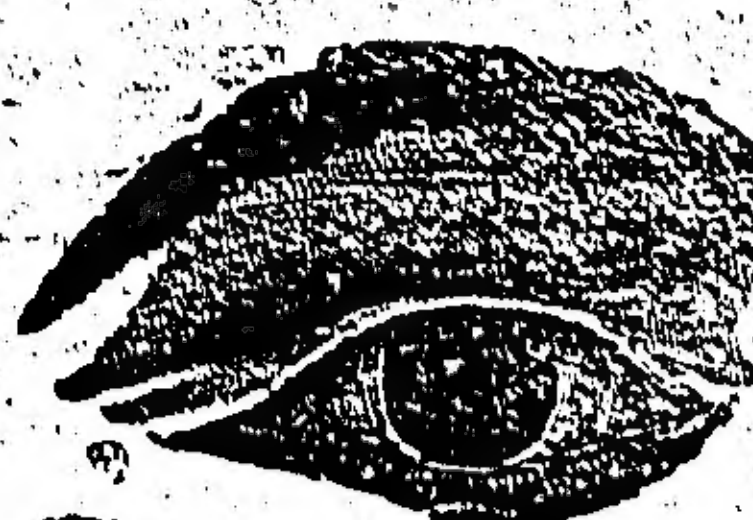
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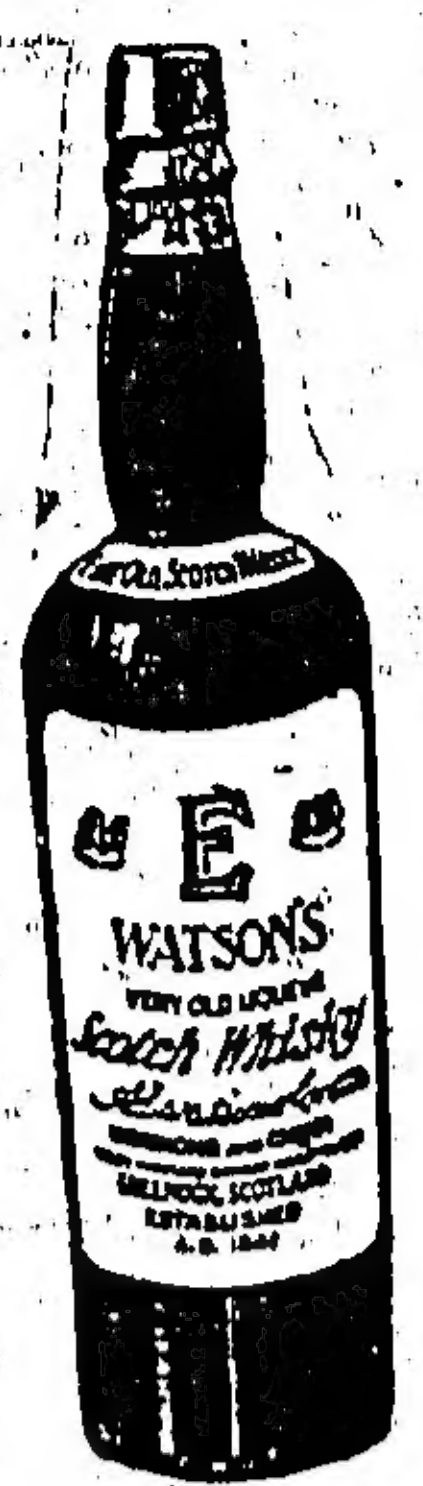
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## Today's Advertisements - The China Mail.

GREEN ISLAND CEMENT  
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Green Island Cement Company Limited will be held at the Office of Messrs. Shaw, Tames & Co., General Managers of the Company, at the Victoria Hotel, Hong Kong, on FRIDAY the 15th day of December, 1916, at twelve o'clock noon for the purpose of considering and if thought fit, passing any Extraordinary Resolutions that may be proposed in relation to the following Resolutions, that is to say:

(1) That the capital of the Company be reduced from \$4,000,000 (Four million dollars) divided into 400,000 (Four hundred thousand) shares of \$10 (Ten dollars) each, to \$3,000,000 (Three million dollars) divided into 300,000 (Three hundred thousand) shares of \$10 (Ten dollars) each, and that such reduction be effected by returning to the holders of the 400,000 (Four hundred thousand) shares that have been issued paid up capital to the extent of \$1,000,000 (One million dollars) and by reducing the nominal value of the said shares (Seven dollars and fifty cents) to \$7.50 (Seven dollars and fifty cents) each, and that the said reduction be made to the capital of the Company in conformity with the foregoing Resolution.

Should the above Resolutions be passed by the requisite majority, they shall be submitted for confirmation at a Special Resolution to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this 5th day of December, 1916.  
By Order of the Board,  
SHEWAN, TOMES & Co.  
General Managers.

HONGKONG, WEDNESDAY, DEC. 6, 1916.

### MOTORS FOR CHINA.

ONE of the crying needs of China, essential to the development of trade and commerce, is good roads. The reference books tell us that "there are said" to be 2000 "Imperial" roads in China, but with the exception of the principal courier roads, the majority of these highways are narrow tracks or mere footpaths. "Roads and tracks under the Manchu dynasty were allowed to fall into general and complete disrepair." Indeed, we think it may confidently be stated that there is not another country in this world which lacks in roads to the same extent that China does. We recently saw the conditions in China in this respect described in an engineering journal as very similar to those of the United States, but that seems to us to be giving credit to China to an extent that is wholly undeserved. The comparison was made, however, for the purposes of a suggestion that the handicap which the absence of roads offers in China to the development of trade could be overcome—as it is in some of the undeveloped parts of the United States—by employing motor-driven vehicles constructed on similar principles to the "Tanks" which recently made such a sensational appearance in the war; that is, to say strongly constructed vehicles fitted with very powerful engines and "caterpillars," or something similar to enable them to move over rough ground. It was suggested by the writer that it was only a question of money intelligently spent. Something more than that, it seems to us, must enter into the calculation in considering such an innovation in China. One of the first questions to be considered is as to whether it would be a paying enterprise, in view of the initial heavy cost of such a vehicle and the probable heavy cost of running it. Secondly, we must have regard to the fact that in the districts of China where such cars might be profitably employed for haulage purposes every foot of the soil is private property, and in the north it is often plentifully dotted with graves—for in the north the Chinese practice is not to bury in cemeteries, or on the hillsides, but in the flat, open country. Mounds, sometimes isolated and sometimes in little family groups, are to be seen in the midst of ploughed fields or fields of ripening crops. There would be no end of trouble if motor vehicles constructed on the lines of the "Tanks" were to flounder over the cultivated plains of China. Far better would it be to encourage by every possible means the construction by the Provincial Councils of good roads in China for vehicular traffic. The "China Year Book" tells us that "broad macadamised roads are now to be found in some of the principal towns, where land is available." We fear those towns must be very few indeed, but Peking may be cited as an object lesson to other progressive cities in China. The capital now has excellent motor roads—thanks to the advent of the motor car, for roads have followed the car, as trade has followed the flag. The story goes that when Mr. LIANG SHIH YI was Minister of Communications, he was persuaded to buy a motor car in order

that he might "get around quickly and see things." Having got the car he quickly discovered that its usefulness was severely limited by the absence of suitable roads. The result was that Peking was very speedily provided with a road system which we believe is unequalled anywhere else in China. The moral is obvious. If the Governors of the various provinces could only be persuaded to invest in motor cars, the need and the high value of good roads in China would be quickly recognised and serious efforts made to provide them.

### NEWS OF THE DAY.

#### LOCAL AND GENERAL.

"A Loyal Portuguese," who omitted to give his address, is informed that his letter is inadmissible in the China Mail. It should be sent to the newspaper whose views he criticises.

Those who have reserved seats for any of the four performances of "Kismet" are advised to take up their tickets before Saturday, 10th inst. Otherwise they will be resold to meet the great demand for seats.

The Dragon Motor Car Company received today by the s.s. Venezuela a consignment of Harley Davidson motor cycles and the company invite the public interested to inspect the new motors at the Dragon Garage.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

Sir Robert Ho Tung: \$100  
Ho Fook: 25

"Deferred" Telegrams exchanged with United Kingdom and North Europe via Eastern are still subject to heavy delay but repairs to one of the broken cables having been effected, such telegrams are now being disposed of by an opportunity offers, instead of as previously notified.

The Chinese papers report that the ex-Intendant of Shanghai, Chow Ching-piao, was sentenced by the Chinese Court to eight months' penal servitude for his part in the Yunnan opium scandal and also to be deprived of any official post for two years. On the representation of his counsel, however, the alternative of a fine was allowed on account of defendant's age.

A small-pox epidemic, the worst for four years, has broken out in Hong Kong, the area chiefly affected being the Western district. No less than 30 cases have occurred this month. Last month there were 73 cases and 44 of these were dumped. This morning Dr. W. J. Woodman, Medical Officer of Hong Kong, prosecuted six Chinese for failing to notify an infectious disease. Five defendants were fined \$25 and one \$50.

#### SOCIAL AND PERSONAL.

There will be no Tennis at Mountain Lodge this Friday, on account of the Mission Service which is being held that day, but Lady May will be at home as usual on the following Friday.

Mr. J. H. Rossiter, General Manager of the Pacific Mail S.S. Co., crossed the Pacific on the Venezuela with his bride, and is now in Japan. They intend spending several months in the Orient.

Captain H. Thompson is in command of the Venezuela, the second of the new Pacific Mail Co.'s fleet to come to the East. He had been for the past twelve months in command of the Manchuria on the New York to London line. Captain Adrian Zeeder, formerly on the Siberia, replaced him on the Manchuria. Captain Emery Rice is still in command of the Mongolia.

#### CLOSING SHARE QUOTATIONS.

	1930 p.m.
Hongkong Shares	121 buyers
Douglases	121 sales
Indos	123 buyers
China Sugar	128 buyers
Malabars	37 sales
Docks	124 buyers
King Yik	143 buyers
Cements	112 buyers
	11:50 sellers

#### THE CHILDREN'S COLDS.

WATCH the children's colds and cure them before they weaken the vitality. Use Chamberlain's Cough Remedy freely. It is perfectly safe. It has been tested by chemists and pronounced free from injurious substances and contains no "drugs." For sale by all Chemists and Storekeepers.

### THE "POLAVEN" FIRE.

#### ENQUIRY OPENS AT THE MARINE COURT.

MR. LOOKER AND "PRACTICAL MEN."

The Marine Court enquiry into the cause of fire on the Asiatic Petroleum Co.'s oil-tanker Polaven at Kowloon Dock on November 2nd, opened this morning. The Court was composed of Com. C. W. Beckwith, R.M., Marine Magistrate, Com. F. Gibson, R.N., H.M.S. Tamar, Capt. H. W. Walker, master of the s.s. Kwong-lung and Mr. Jas. Macdonald, the Government Marine Surveyor.

Mr. F. C. Jenkin, instructed by Mr. Hooper of Messrs. Johnson, Stokes and Master's office, appeared on behalf of the Asiatic Petroleum Co., the applicants for the enquiry; and Mr. H. W. Looker, of Messrs. Deacon, Looker, Deacon and Harston, represented the Hongkong and Whampoa Dock Co.

Mr. Looker said "since the adjournment he had had an opportunity of going into the evidence and had also visited the ship and he thought it was very desirable that among the members of the Court there should be somebody with engineering experience."

Com. Beckwith said he rather anticipated that and had arranged for the sworn appointment of the Government Marine Surveyor, as a member of the Court.

H. J. Hack, who was formerly employed on the vessel, deposed that on November 2nd the boat was lying alongside the wharf of the Kowloon Dock. Witness had been in the ship fourteen months as fourth engineer and knew the geography of the engine room well. The ship was in the hands of the Dock Co. for the purpose of repairs and conversion. The Chinese workmen were under the charge of Mr. Forsyth, a member of the Dock Co.'s staff. Witness did not sleep on the ship. On November 2nd he went aboard at 12.30 a.m. and went into the engine room and saw Chinese working by candles on the fan engines and cylinder tops. He saw no signs of fire. Near 8 o'clock—a quarter of an hour after he had left the engine room—American watchman came to engine room. Witness went to the steering room and saw flames in the region of the fan casings. He had not a full view of the engine room but did not see fire in any other place. He saw no workmen there. He watched the fire for half a minute and sent the watchman for Mr. Neave, the Dock Superintendent. The store room had about five or six cases of oil inside and the total amount of oil would be about 300 gallons. From the position he was in he would have been able to see a fire in the lower portion of the store room. The dimensions of the fire were about two or three feet around the shaft. There was very little smoke.

Questioned by Mr. Looker witness said he passed the fan at 7.30 a.m. on his first visit. He was quite sure there was no electric light bulb over the fan. He could not say if the light on the port side had been moved on to the starboard side on the morning of the fire; if it was, on the starboard side it was not alight. Witness was carrying a candle about, which was the usual thing in an engine room. Witness did not inform anybody in the Dock Co. that there was oil in the tanks in the store room. Above the store room was a coal bunker, containing a number of tons of coal which he thought was Welsh coal. The vessel did not stop at all for coal and took on no coal in India. The coal was he thought, taken in at Naples, about three months before the fire. Some coal was also taken in at Malta. It was quite likely some of the coal had been there over two months. The distance between the top of the store room and the coal bunker was about three feet. There was "very little kerosene in the kerosene tanks; they took 30 gallons on board at Penang for cleaning down and general purposes. All the cotton waste in the store room was new. It was in a tank with a sliding lid and a small door at the bottom.

Com. Beckwith: You sent the watchman very properly away to get the superintendent engineer, but what happened after you saw the fire?

Witness said he was unable to go down into the engine room owing to smoke and flame. He saw no steps taken by the Dock Co. with regard to the fire. The Fire Brigade was very late in coming and arrived 40 minutes after he had given the alarm. He believed there were hoses on the quay side but he could not say definitely. The ventilators were closed when the late captain of the Polaven.

Mr. Looker protested against the "ventilators" being pointed out, as the Court was appointed to enquire

into the cause and origin of the fire and not as to any steps taken and he must object to those questions.

Com. Beckwith: Well, as practical men I think, from our point of view, we are entitled to ask what questions we like on the fire.

Mr. Looker persisted that the Court had no authority to determine what steps were taken or not taken through out the fire.

Com. Beckwith: I fail to see what we are here for, if we are not here to enquire into the fire.

Mr. Looker: The object of the enquiry as asked for and appointed is to enquire into the cause and origin of the fire, and with the greatest deference he submitted that what the Court may or may not think as practical men, a Marine Court or any other Court, was not to determine the question of other people's rights, which they were not concerned with.

Frank W. Richardson, an apprentice at the Dock, said he was given the job of removing gear which might be stolen. He first went down about a fortnight before the fire. The store room was not locked. The cotton waste tank was three-quarters full; some appeared to have been used. A bench near at hand was filthy and greasy. About a week later he went into the store again and the contents were the same as before.

Answering Mr. Jenkin, witness said he and his workmate, Coelho, used candles. There was nothing dangerous in carrying about a lighted candle in the store.

Alfred Tucker, head watchman at the Dock, said he received a number of keys from a sailor and handed them over to the watchmen who were posted on board the Polaven. When the fire occurred he turned out the coolies with the fire hoses and ran towards the ship. Witness went on board and could just see the flames through the smoke in the engine room but he could not locate the fire.

Mr. Jenkin elicited that the workmen were not allowed to smoke while at work.

A Chinese fitter at the Dock said he went on board with two other Chinese to disconnect the fan-engine over which there was a light burning. The two workmen did not use candles and kept going to the engine room. The electric light was not alight at the time. The light was very bright and could not be mistaken for being out. He did not know if there was a number of pieces of candle lying about the engine room.

Another Chinese employed as a watchman said when the fire broke out he heard a sound like a bomb from the direction of the store room. Smoke came out thickly from the engine room directly after the explosion.

Mr. Jenkin elicited that witness was "top side" when the explosion occurred and remarked "My point is, then, you had no better view than Mr. Heck." Witness added he did not see any flames; he only heard a noise and saw the engine room full of smoke.

The hearing was adjourned.

#### MOTOR CAR ACCIDENT.

##### DRIVER AND MACHINE FALL OVER POKFULUM ROAD.

A serious motor car accident occurred yesterday afternoon in which a Chinese licensed driver was killed and a car smashed almost beyond repair. The car was the property of Mr. Walker of the Daily Farm Bungalow, and was being driven back along the road. When negotiating a bend near No. 21, coverted, the car toppled over, a steep decline, finishing its career about 100 yards down the ravine. The driver was the only occupant and he was dead when picked out from beneath the car.

#### THE WAR CHARITIES FUND.

##### CHINESE THEATRICAL PERFORMANCES.

The leading Chinese in the Colony are getting up a series of Chinese theatrical performances at the Tai Ping Theatre, to last four days and five nights, commencing from the evening of the 7th December, in aid of the War Charities Fund. A Committee under the Chairmanship of the Hon. Mr. Lan Chik-pak are now busily engaged in making preparations. About 180 Chinese gentlemen have already given \$50 each, while some of them, in addition, have taken special boxes costing from \$200 to \$500 each. In view of the object of this undertaking, it is believed that the European Community may like to give the performance their patronage. Those desiring to secure seats are requested to communicate early with Mr. Ip Lan-chuan, Secretary of the Chinese Chamber of Commerce, as most of the seats have been booked. The price of a reserved seat is \$10.

#### THE BEST COUGH MEDICINE.

CHAMBERLAIN'S Cough Remedy is the best-selling cough medicine in the world today because it does exactly what a cough medicine is supposed to do. It cures coughs and colds quickly and effectively. For sale by all Chemists and Storekeepers.

### WAR AND CHRISTIANITY.

#### WHAT IS HONGKONG'S MESSAGE TO THE TRENCHES?

##### IS CHRISTIANITY PLAYED OUT?

Bishop Norris preceded his lecture on "Is Christianity played out?" last night at the City Hall, under the auspices of the National Mission campaign, by answering a question arising out of his speech the night previous on the subject of "Why does not God stop the war?" The attendance was again large. Bishop Norris said the question was—"Are you quite sure that war is not an evil in itself? You appear to answer 'no,' war is not an evil in itself, because we learn from suffering to attain an ideal of excellence—that is, the excellence of the individual. But, practically, we here in Hongkong do not suffer as a community at all. Individuals amongst us suffer bereavement or are worried by anxiety, but even that is nothing to what they suffer in the trenches at the front. The fact is that the suffering is borne for us, and not by us. Does not that cut away your ground and leave war an evil in itself? Surely war is an evil for us who do not suffer by it, unless we learn from it lessons such as self-denial and unselfishness, and unless we try to improve ourselves mentally and morally as well as physically, so as to be more ready to serve our country when the opportunity arrives." Bishop Norris thanked the correspondent and said he could not himself have put it better, if he tried. With what his correspondent said he wholly and entirely agreed. War was in itself an evil for those who would not learn the lessons they were meant to learn from it. If we would learn those lessons now we would be serving our country, and if we would not learn them we would be traitors.

The Bishop went on to say that he wished to defend "the man in the street"—the plain, ordinary man—who it had been said regarded it as "tosh" or "cant" when he was told that though they were fighting for a good cause, God was taking the opportunity to punish them for their sins. "I do not believe it," said the Bishop. "Frankly, I do not believe it does. The man-in-the-street may find it a new thought which has not occurred to him; but, if so, he goes home and thinks about it and does not burst into strong language on the subject without the street, because I believe the man in the street is a better man than the man in the street."

The Bishop said that he was not to be reconciled to two points of view—that we were right in waging this war, and that God was using the opportunity to punish us for our sins. The Bishop said he firmly believed them both. He did not know why, and he did not think he could prove it to them but he could give them an instance which would throw some light upon it. At the time of the Boxer rebellion in 1900, he, with many others, was besieged in the Legation at Peking. While the soldiers, marines and civilians were firing on the Chinese he, with others, was engaged in digging ditches, trenches and making loopholes, and pulling down the houses. The soldiers were doing right, he then thought, and those who were making trenches, etc., were also doing right. Thinking over the general situation, he, and many other missionaries came to the conclusion that in that Boxer rebellion they were being punished for mistakes they had made in allowing Christians to use their influence, or the Church's influence, in Chinese law suits. And so, when the siege was over, and they took up their proper work again, they put their feet down and said, "There shall be no more of this." He was also told that it was impracticable to take those two views both at once but that was not his experience.

"Something else got into my pigeon hole this morning," said the Bishop, "and it came in the form of a peg on which to hang some thing. I have been thinking about the 'cause' for which he died; and if, and if you will allow me to say so, I have been praying about it, and I think I must hang something on that peg. It was suggested in one of our newspapers this morning, with all the savour at the writer's command, that this message that God is punishing us for our sins in this war is a most encouraging message for us to send from Hongkong to those who are fighting for us at the front. My friends, you do not think that I know that you do not think for one moment that I came here to tell you what message you are to send to our friends and brothers who are fighting for us at the front. I did not come here to preach a message we were to send them, but to preach a message for you; not for the men who are at the front; and many of us wish we were there too. My message is for you. Do not taunt me if it does not fit the men at the front. You do not taunt me, I know you do not. Still, this point has been raised. What message are we to send if we are to send a message? What is the encouraging message? And I cannot help thinking that God means me to ask you that question. I can give two answers to the front. I send to our brothers at the front that all is going on very well here, just the same as it always did. 'We are having a very good time and we are making quite a lot of money for the war funds. We are having concerts and plays, and taxing the parliament and the totalitator—he did not know if that was being done here—at race meetings, and all sorts of things, from the proceeds of which we give so much to the war funds.' You are thanked for going to

the races and raising 25,000 for the war funds. It seems to me all humbug. You can send that message to the troops at the front if you think it is going to encourage them. But I think it will make them angry, and rightly angry. And you may send them another message. You might send them news to say that we are all well here, that the place seems as full as ever. 'If you go into the Club there are just as many men in the Club, but you won't find them at the bar. If they are, they won't be drinking, but the Club profits are the same as ever because we are subscribing to keep the Club going. There is still bridge playing, but we are not playing for the old points. We play for one cent points now because the man who loses pays, and the man who wins gives all his winnings to the war funds. And the race. Well, we have had the races once or twice, but we are about fed up with races whilst you fellows are dying, and we are going to stop that.' You might send that message to the men at the front! I have not come here to tell you what message to send; I have come to bring you a message from God, but, as it has been suggested to me, I venture to put these two alternative messages before you and ask you which you think will encourage the men at the front."

Dealing with the question "Is Christianity played out?" Bishop Norris asked, "Is cricket played out?" Some years ago that question was asked in reference to his old school, Winchester. One of the Dons answered—"Boh, cricket is no more played out than you are; but you have forgotten how to play the game. Learn how to play the game and you will find that cricket is not played out." That was his belief about Christianity. Christianity was not played out, but they had very nearly forgotten how to play it as all. They had very nearly forgotten, some of them, what it meant, and many of them who were being constantly reminded of what it meant played it very badly, and the rest of them looked on and thought, though he could bring witnesses. He would not mention the living, but he would suggest to them that they should look for some witnesses among the dead; among the trenches of France, Flanders, in Gallipoli and wherever our men had been fighting. If they looked there they would find witnesses to prove that Christianity was not played out. A great deal of the blame rested with those who professed themselves Christians, if there was any man who believed that Christianity was played out. Christianity had to be positive and not negative. They must not be afraid to pray in public, they must stop short at being respectable. They must play the game properly and well. They must live the creed. They did not always

as at cricket, so in life, disaster.

Questions being invited, one member of the audience asked whether, if the object of Christianity is to establish "peace on earth and goodwill towards men," did not the fact that Christian people were utilising the most scientific discoveries to destroy each other prove that Christianity was a failure?

Bishop Norris replied that he believed that Christian nations, as far as they were Christian, were utilising all the highest means of science because they wanted to win the war, not to destroy each other. And the only right in God's sight, they were fighting for the right. They were meant to fight their very best; even their enemies were meant to fight their very best. It was right to use scientific invention to win the war, but if the laws of God were broken there was something seriously wrong with those who did it.

The Hon. Mr. P. H. Hoyle asked a question which, he said, had exercised the minds of many people in Hongkong and at home. In the war at present proceeding, many young fellows had been swept into eternity without preparation, and many of them, without baptism, confirmation or even a profession of Christianity. What had the Church to say on that subject?

Bishop Norris replied that when a boy or man died unprepared, the opinion of the Church was that God judged him by his life. That God took into account the cause of his death and the cause for which he died; and if they could trust God to do right. If the question was whether they went to Heaven or not, he must decline to answer it because that was a question no man had power to answer. It was stated in the Book of Revelations that a specific number were saved, but also that there was a great multitude "which no man could number" who were saved no less than the definite number saved on earth. He believed that multitude represented those who although not Christians had yet been found worthy.

After some further questions the meeting was concluded by prayer.

#### ANOTHER BENEFACTION BY DR. GOMEZ.

The November number of the Religio, e Patria (a local Catholic review) announces another act of generosity on the part of Dr. Gomez of this Colony, who is presenting to the Asilo de San Antonio, West Point, 4700, in Erceque's Bonds and 500 shares of the Tramway Company (valued about \$10,000) for the maintenance and support of the inmates of that Institution.

### THE NATIONAL MISSION.

#### TO-DAY, WEDNESDAY:

9.00 p.m. United Meeting, Men and Women, in the Theatre.

#### TO-MORROW, THURSDAY:

10.15 a.m. Service in the Cathedral.  
2.00 p.m. Meeting for Women, Quarry Bay.

8.00 p.m. Men Only, City Hall.  
Subject: "Why should men lead a moral life?"  
Hongkong, Dec. 6, 1916. 1301

(Continued on page 8.)

### THE DIARY.

#### General Memoranda.

FRIDAY, Dec. 8—  
2.30 p.m.—Auction of Household Furniture at Messrs. Hughes and Houghs.

SATURDAY, Dec. 9—  
10.30 a.m.—Auction of Gramophone Records at Messrs. Hughes and Houghs.

10.45 a.m.—Auction of Jewellery, Earrings, etc. at Messrs. Hughes and Houghs.

H.K. Cricket Club v. University (H.K. C.C. ground).  
Entries close for Wodehouse Cup (Ladies' Foursums, Failing).  
8.44 p.m.—Full Moon.

SUNDAY, Dec. 10—  
9 a.m.—Excursion to Macao by s.s. "Taishan."

MONDAY, Dec. 11—  
2 p.m.—Sale of Crown Land at P.W.D.

TUESDAY, Dec. 12—  
Entertainments for Ladies' Championship R.H.K. Golf Club.

FRIDAY, SAT. 16, MON. 18 & TUES. 20—  
A.D.C. Performances of "Kismet" in aid of "Star and Garter" Fund.















To-day's Advertisements

TOYO KISEN KAISHA.

NOTICE.

THE Mitsui Bussan Kaisha's steamer "TOKAI MARU" will be despatched by the Toyo Kisen Kaisha for Japan, Honolulu, San Francisco, Mexico and Central and South American Ports on FRIDAY the 10th January, at noon.

For information regarding freight etc. kindly apply to the undersigned.

T. DAIGO, Agent.

TOYO KISEN KAISHA, Hongkong.

Hongkong, Dec. 6, 1916. 1300

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.

AND

CHINA MUTUAL STEAM NAVIGATION CO. LTD.

CONSIGNEES per Co's Steamer "TEUCER"

are hereby notified that the Cargo will be discharged into the Godown, where it will be ready for delivery from Godown on and after 5th Dec.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday and Fridays between the hours of 10.45 a.m. and noon.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 11th Dec. will be subject to sale.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th Dec. or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, Dec. 6, 1916. 1298

PACIFIC MAIL STEAMSHIP CO.

S.S. "VENEZUELA"

FROM SAN FRANCISCO VIA

HONOLULU, JAPAN PORTS,

SINGAPORE AND MANILA.

THE above-mentioned vessel having

arrived, consignees of cargo are

hereby notified to send in their Bills of

Lading for countersignature and to take

immediate delivery of Cargo from Com-

pany's Godown at West Point.

All Cargo will be landed and stored at

Consignees' risk and expense, and delivery

must be taken from the Company's Godown

at West Point.

Subject to landing charges and if

undelivered on WEDNESDAY, December

13th, 1916 at 5 a.m. will be subject to

both landing and storage charges.

No Fire Insurance whatever will be

effected.

No Claims will be recognized after the

Goods have left the steamer.

All chafed and otherwise damaged Cargo

will be landed into the Company's Godown

at West Point when they will be examined

on December 13th, at 10 a.m.

No claims will be recognized if filed

after January 5th, 1916.

B. C. MORTON, General Agent.

Hongkong, Dec. 6, 1916. 1299

PUBLIC AUCTION.

THE Undersigned have received in-

structions to sell by Public Auction,

(FOR ACCOUNT OF THE CONSIGNEES)

on

TUESDAY,

the 13th December, 1916, commencing

at 2.30 p.m. at their Sales Rooms, No. 8,

Des Vaux Road, Corner of

Ice House Street,

VALUABLE TEAKWOOD and

BLACKWOOD FURNITURE,

as follows:-

One Upholstered Suite, Arm-chairs and

Sofa, Card Tables, Bedroom Furniture,

comprising Double Brass-mounted Bed-

stead, Twin Bedsteads (Teakwood),

Sideboards, Dinner Waggon, Extension

Dining Tables and Chairs, Tea and

Occasional Tables, etc., etc., Dinner

DURESCO.

The Colourwash that is more trouble to apply, but which lasts not twice but ten times longer.

Wonderful for outside work. The only reliable COLOURWASH on the Market.

Large variety of artistic shades in stock.

Stocks kept by:-

ALEX. ROSS & CO.,

Machinery Office.

4, DES VAUX ROAD CENTRAL.

TO LET

TO LET

OFFICES at 2 Connaught Road.

OFFICES in King's and York Buildings.

HOUSES in Clifton Gardens, Conduit

Road.

HOUSES in Broadwood and Moreton

Terraces.

No. 21 Wong Nei Chong Road.

HOUSES on Shumeng, Canton.

Apply to

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, Nov. 24, 1916.

TO LET

FOUR ROOMED HOUSES in Gordon

Kowloon.

TO LET OR FOR SALE.

Kowloon Marine Lot 48 with wharf

area 58,000 sq. ft. suitable for coal

storage or erection of godowns.

Apply to

HUMPHREYS ESTATE & FINANCE

CO., LTD.

Alexandra Buildings.

Hongkong, Nov. 24, 1916.

TO LET

OFFICES, 2nd Floor, St. George's

Buildings.

Apply to

SHEWAN, TOMES & Co.

Hongkong, April 7, 1916. 511

TO LET

FROM 1st November next FLATS

in "Evo Mess" No. 8, The Peak,

apply Property Office, JARDINE, MATTHEWS

& Co. Ltd.

TO LET

NO. 1, Canton Villas, Kowloon.

Apply to

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, Nov. 17, 1916. 1166

TO LET-FURNISHED.

MOUNTAIN VIEW, Peak.

Apply to

H. E. POLLOCK,

Prince's Buildings.

Hongkong, Oct. 24, 1916. 1173

TO LET.

OFFICES on 1st Floor, No. 3 Queen's

Road Central, at present in the

occupation of The China Fire Insurance

Co. Ltd.

Apply to

CHINA FIRE INSURANCE CO., LTD.

Hongkong, April 24, 1916. 59

TO LET.

FURNISHED, With immediate

possession, No. 2, REDHILL, No. 121

The Peak, 5 Rooms.

Apply to

J. W. C. B.

c/o CIBB LIVINGSTON & Co.

Hongkong, Nov. 14, 1916. 1281

TO LET.

NO. 43 Eglinton Street.

Apply to

PERCY SMITH,

SETH and FLEMING.

Hongkong, Oct. 31, 1916. 1197

PASSENGERS EXPECTED.

Per P. & O. s.s. *Malaya*. From London

TO LET

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OFFICES at 2 Connaught Road.

OFFICES in King's and York Buildings.

HOUSES in Clifton Gardens, Conduit

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HOUSES in Broadwood and Moreton

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POST OFFICE NOTICES.

IN RADIO-TELEGRAPH

COMMUNICATION.

Ships in communication with (Cape

D'Auraz Radio Telegraph Station):

Amoy Trishima Maru

Borneo Maru

INWARD MAILS.

AUSTRALIA-Per s.s. *Eastern*, Dec. 6

EUROPE (VIA NEGAPATAM)-Per s.s.

*Amoy*, Dec. 7

EUROPE (EXCELSIOR MAIL)-Per s.s.

*Norona*, Dec. 10

SHANGHAI (London Nov. 10 via Siberia),

*Estor Maru*, due Dec. 8

The Services to Germany, Austria,

Bulgaria and the Ottoman Empire are

suspended.

Correspondence addressed to enemy

subjects in China, Spain, Liberia, Portu-

guese East Africa, Persia and Morocco can-

not be transmitted.

Mails will close for:-

FORT BAYARD.

Per *Hoi Ping*, at 8 a.m., on Thursday,

the 7th Dec.

SWATOW, AMOY & FORMOSA VIA

TAKAO.

Per *Sooka Maru*, at 7 a.m., on Thurs-

day, the 7th Dec.

AMOY, SHANGHAI & NORTH

CHINA.

Per *Tymonok*, at 10 a.m., on Thurs-

day, the 7th Dec.

HOIHOW & HAIPHONG.

Per *Hongkong*, at 11 a.m., on Thursday,

the 7th Dec.

PHILIPPINE ISLANDS, SANDAKAN,

BATAVIA, SAMARANG, SOURA-

BATA & MACASSAR.

Per *Fernina Maru*, at 11 a.m., on Thurs-

day, the 7th Dec.

SAIGON.

Per *Chiafoo*, at 1 p.m., on Thursday, the

SHANGHAI & NORTH CHINA.

Per *Shanghai*, Registration at 2.15 p.m.

Letters at 3 p.m., on Thursday,

the 7th Dec.

[Shanghai Chi. P.O., Monday, 11th Dec.]

SHANGHAI & NORTH CHINA

Per *Teucer*, at 5 p.m., on Thursday, the

7th Dec.

SWATOW & BANGKOK.

Per *Chinghai*, at 5 a.m., on Friday, the

8th Dec.

SWATOW, AMOY & FOCHOOW.

Per *Hai Hong*, at 11 a.m., on Friday,

the 8th Dec.

SHANGHAI, NORTH CHINA, JAPAN

VIA NAGASAKI, VICTORIA &

TACOMA.

Per *Manila Maru*, at 1 p.m., on Friday,

the 8th Dec.

SHANGHAI, NORTH CHINA, JAPAN

VIA KOBE, HONOLULU & SAN

FRANCISCO.

Per *Venezuela*, Registration at 10.15

a.m. Letters at 11 a.m., on Satur-

day, the 9th Dec.

JAPAN VIA MOJI.